



This document includes Section 2.0, LKA 113 Class: Vessels Removed from Active Duty and Non-operational, of the Draft EPA Report "Surface Vessel Bilgewater/Oil Water Separator Characterization Analysis Report" published in August 2003. The reference number is: EPA-842-D-06-017

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Characterization Analysis Report

Surface Vessel Bilgewater/Oil Water Separator

Section 2.0 – LKA 113 Class: Vessels Removed from Active Duty and Non-operational

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2.0 LKA 113 CLASS

The amphibious cargo ship CHARLESTON Class (LKA 113) was selected as the representative vessel class for this group. With five inactive vessels, the LKA 113 class comprises the largest number of large size vessels (10,000 tons and 575 ft) within the group. The naval architecture terminology used to describe general vessel characteristics are further defined in the “Naval Architecture Guide for Modeling Purposes” (Navy, 2001a). General vessel characteristics under full load condition for LKA 113 Class are provided below.

General Vessel Characteristics (Navy, 2001a):

Draft (ft):	25
Length at waterline (ft):	575
Beam at waterline (ft):	82
Displacement (tons):	10,000

This group includes vessels removed from active service or commission. Vessels in this vessel group range from aircraft carriers of over 1000 ft in length to boats and craft of less than 100 ft in length. For more information about the vessel group and the selection of the representative vessel class, see the *Vessel Grouping and Representative Vessel Class Selection for Surface Vessel Bilgewater/Oil-Water Separator Discharge* (Navy and EPA, 2001a). Minor accumulation of bilgewater in non-operational vessels could occur from condensation, rainwater that may drain from openings in the vessels’ upper decks, and minor leakage from below the waterline seals and blanked openings. Little, if any, oil comes in contact with the bilge; however, the possibility still exists that residual oily contaminants may be found from minor leaks from parts such as piping, valves, flanges.

The following marine pollution control devices (MPCDs) passed the screening process, described in the *Marine Pollution Control Device Screen Criteria Guidance* (Navy and EPA, 2000b), and were determined to be viable options in the feasibility analysis for the vessel group (see the *Feasibility Impact Analysis Report Surface Vessel Bilgewater*, hereafter referred to as the Bilgewater FIAR) (Navy and EPA, 2002b)

- Collection, Holding, and Transfer (CHT) (Navy and EPA, 2001c)
- *In situ* Biological Treatment (Navy and EPA, 2001d)
- Oil Absorbing Socks (Navy and EPA, 2001e)

As determined in the Bilgewater FIAR, the CHT option is a feasible MPCD for this vessel group and is presently being practiced by vessels in this group. Application of this MPCD option involves shore-side treatment of collected bilgewater at a properly permitted facility, and as a result there is no discharge to the receiving waters. As a result, for the LKA 113 Vessel group, the need for further characterization was considered to be superfluous.